



## **SECTION 4: IMPLEMENTATION**

### **Implementation Strategy and Project Summary**

The implementation section identifies the projects, improvements and other investments for the MLK Jr. Drive Corridor Transportation Study described in *Section 3: Recommendations*. This section details each project in the Action Plan on the following pages. Upon completion, the improvements detailed for the MLK Jr. Drive corridor will create pedestrian and transit-friendly, mixed-use activity nodes accessible to multiple choices of housing and greenspace.

#### *BeltLine*

The corridor crosses the proposed BeltLine path and would benefit from the potential connectivity the BeltLine would provide. The BeltLine proposal includes a 22-mile loop around the central core of the city. Plans currently call for the loop to include new and expanded parks, greenway trails and transit. Several public, private and non-profit agencies have recently finished or are in the process of preparing plans for different components of the BeltLine. Among those plans is MARTA's Atlanta Inner Core Transit Feasibility Study (BeltLine/C-Loop Study). The MARTA study process will identify the locally preferred routes and modes of transportation through evaluating various technologies and land use patterns. It will intersect the MLK Jr. Drive Corridor near Washington Park and connect to the PATH that in turn will connect it to the Lionel Hampton Trail. Once complete and the transit mode identified, the BeltLine project would give MLK Jr. Drive Corridor residents improved access to other areas of the City of Atlanta including West End, Grant Park, Inman Park, Midtown, and Lindbergh Center. The projects identified in the action plan seek to connect the MLK Jr. Drive Corridor to this proposed transportation system to ensure that the corridor will have excellent access to the parks, trails and transit included in the BeltLine. Stakeholders should remain involved in the BeltLine development process to ensure that the MLK Jr. Drive corridor receives maximum benefit from the proposal.

#### *Greenspace Opportunities*

The community development section of *Section 3: Recommendations* outlined several potential greenspace opportunities along the corridor in figures 3-8, 3-18 and 3-21. The plan calls for new greenspace at locations near the Adamsville-Collier Heights Branch Library, across the street from West Ridge Shopping Center (at Lynhurst Drive) and near the H.E. Holmes MARTA Station.

As in other studies with regional significance, coordination between several stakeholders, such as MARTA, Atlanta Regional Commission (ARC), and Georgia Department of Transportation (GDOT), is a must. In terms of cost estimates for the study, the costs should be minimal due to a majority of the recommended improvements and projects are short-term upgrades to existing infrastructure (pedestrian signals, sidewalks, streetscapes, etc.)



## **Funding of Projects**

### *LCI Funding*

The city plans to request ARC to accept the study as a 'grandfathered' Livable Centers Initiative Corridor Study. This will allow the city to apply for ARC's LCI funding, which comes from the federal government. The ARC's focus is for private investments to be initiated by public infrastructure investments within existing activity centers and corridors (as in this MLK Jr. Drive Corridor Transportation Study).

### *State and Federal Funding*

Transportation projects may also be funded through a variety of other sources administered through the ARC. The city should work with ARC staff to ensure that projects that require transportation funds are included in the Regional Transportation Plans (RTPs). Revisions to such are made every five years. Specifically, for the proposed realignment project between H.E. Holmes Drive and Barfield Avenue, the city should work closely with ARC, GDOT and others to attempt to complete the project more quickly than currently planned in the RTP.

### *Local Funding*

The city's Quality of Life Bonds are also a potential source of funding for projects. The city can use these funds as a local match or simply pay for an entire project with the funds (e.g. sidewalks, streetscapes, etc.). The city can also use the Tax Allocation Districts (Westside TAD) and the proposed BeltLine TAD to pay for infrastructure improvements. For the BeltLine TAD, the city should strongly consider including a portion of MLK Jr. Drive within the boundaries of the BeltLine TAD so funding can be used to connect the corridor and adjacent neighborhoods to the BeltLine.

### *Private and Non-profit Funding*

The city may also find local matches by soliciting area property owners, businesses and residents. In the Fairlie-Poplar district, for example, property owners have used this method to fund public improvements. In addition, private funds may also be used to fund specific special interest projects. For example, the PATH Foundation funds multi-use greenway trails, while the Trust for Public Lands and the Blank Foundation sometimes fund urban parks. Without detailed analysis that is beyond the scope of this study, the ideal local match mechanism cannot be determined. However, the city should carefully explore all available options.

## **Cost Assumptions**

The study team developed cost estimates for the implementation process based on standard 'GDOT Cost Estimates for Construction'. This is used because assigning perfect or exact costs to future improvements/projects is not a simple task. The cost estimates that follow are used in the Action Plan table found on the following pages. Keep in mind that all estimates are exclusive of ROW and utilities and are conceptual at this point.

### *Standard Cost Estimates for Construction - (GDOT Standard)*

- **Sidewalks** - \$60/square yard;

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- (Length) feet x (Width) feet/9 = square yard
- **Multi-Use Paths/Trails** - \$50/square yard  
(Length) feet x (Width) feet/9 = square yard
- **Concrete Pavers** - \$60/square yard;  
(Length) feet x (Width) feet/9 = square yard
- **Medians (Curb and Gutter)** - \$15/linear feet
- **Traffic Signals** - \$50,000
- **Pedestrian Signals** - \$12,000 per signal
- **Mid-Block Crossings** - \$20,000
- **Street trees** - \$600 each
- **Type "C" pedestrian lights** - \$4,500 each
  - **Landscaped Median** = \$50/sf
  - **Thermoplastic crosswalks** - \$3,000-\$4,500/leg

### *Action Plan Schedule*

The proposed improvements and recommended projects were divided into the following standard timeframes (typical 25-year planning horizon) for the study:

- Short-Term, 3-5 years
- Intermediate-Term, 6-10 years
- Long-Term, 10 years +

### *Action Plan*

The Action Plan that follows serves as a guide for the next steps after adoption of this study by the City of Atlanta. It includes a list of projects, cost estimates, timelines and responsible parties and serves as an outline for achieving the corridor's vision for the future. The scheduling of projects sought to maximize the efficiency of implementation and minimize any impacts and disruption to neighborhoods or other transportation functions. For example, any improvement or project that involves a landscaped median or sidewalks and streetscapes should be concurrently programmed instead of separately.

Another important aspect of the Action Plan is the clarification of the column headings for 'Engineering Year' and 'Construction Year'. Typically, the ARC lists projects in both the TIP and the RTP by the categories of 'PE' (Preliminary Engineering), ROW (Right of Way) and CST (Construction). The 'PE' label refers to the first stage of project development, as defined by the TIP. The PE stage includes the development of all concept plans and engineering design drawings, as well as any planning or environmental studies preceding the final definition of a project. The ROW label describes the second phase of project development, following preliminary engineering and preceding construction, as defined by the TIP and is the acquisition of property required to implement a project. CST refers to the third and final stage of project development, following preliminary engineering and right-of-way acquisition, as defined in the TIP.

MLK Corridor Study Action Plan only uses the Engineering Year (PE) and Construction Year categories. The Construction Year label in the study refers to the final stage project development (as referenced above) but the date is similar to the CST date as referenced in the RTP - the open



to traffic date (completion date) and not the date the construction plans are authorized by GDOT. Further, the cost estimates are exclusive of any ROW or utility costs in the Action Plan.

### Priority List of Projects

In terms of prioritizing projects for the study, the study team utilized the intensive public input/feedback along with the input from stakeholders such as MARTA and GDOT in developing a prioritization list. The study team prepared a tentative list of projects based on the need to achieve the corridor's vision. Figure 4-2 shows the entire list of projects, however, Figure 4-1 shows the top ranking projects by each segment. The following is a listing of the projects ranked by priority for each segment of the study area.

**Figure 4-1: Priority List of Projects**

| <b>Segment 1A Priorities</b> |  |
|------------------------------|--|
| <b>Priority</b>              | <b>Project Description</b>   |
| 1                            | Traffic Signal Installation – MLK @ Adamsville Drive – new signal with pedestrian actuators                        |
| 2                            | Intersection Improvements – MLK @ Adamsville Drive – vertical sight distance and grading improvements              |
| 3                            | Raised Landscape Median – from Fulton Industrial Boulevard to Interstate 285 – 18-foot-wide plantings, trees, etc. |
| 4                            | Traffic Signal Improvement – MLK @ Fairburn Road – Synchronization & Phasing Improvement                           |
| 5                            | Traffic Signal Improvement – MLK @ Bakers Ferry Road – Ped signal upgrade  |
| 6                            | Gateway elements (Signage, Markers, etc.)  |
| 7                            | Streetscape Enhancements   |
| 8                            | Transit Super Stop – MLK @ Fairburn Road Activity Node   |
| <b>Segment 1B Priorities</b> |  |
| 1                            | Traffic Signal Installation – MLK @ Adamsville Recreation Center – new signal with pedestrian actuators            |
| 2                            | Pedestrian Signals and Actuator Improvements – MLK @ Linkwood Drive  |
| 3                            | Pedestrian Signals and Actuator Improvements – MLK @ Lynhurst Activity Node  |
| 4                            | Transit Super Stop – MLK @ Lynhurst Activity Node  |
| 5                            | Pedestrian Signals and Actuator Improvements – MLK @ H.E. Holmes Activity Node                                     |
| 6                            | Raised Landscape Median – from Interstate 285 to H.E. Holmes Drive – 18-foot-wide with plantings, trees, etc.      |
| 7                            | Transit Super Stop – MLK @ Holmes Crossing Activity Node   |
| 8                            | Pedestrian mid-block crossing improvement – MLK @ proposed MARTA station   |
| 9                            | Pedestrian signals, crosswalk, and actuator improvements – MLK @ R.D. Abernathy Boulevard                          |
| 10                           | Streetscape Enhancements   |
| 11                           | Pedestrian signals and Actuator Improvements – MLK @ Cox Drive   |
| 12                           | Pedestrian mid-block crossing – MLK @ Cox Drive  |
| 13                           | Gateway Elements (Signage, Markers, etc.)  |



| <b>Segment 1C Priorities</b> |   |
|------------------------------|---|
| 1                            | Sidewalk Improvements – north side of MLK from H.E. Holmes Drive to West Lake Avenue  |
| 2                            | Roadway upgrade – MLK from H.E. Holmes drive to Barfield Avenue – Geometric Improvements  |
| 3                            | Multi-Use Path – south side of MLK from H.E. Holmes Drive to West Lake Avenue – 10 to 12 ft. wide   |
| 4                            | Streetscape Enhancements  |
| 5                            | Gateway Elements (Signage, Markers, etc.)   |
| 6                            | Pedestrian Signals, Crosswalk, and Actuator Improvements – MLK @ West Lake  |
| 7                            | Raised Landscape Median – from H.E. Holmes to West Lake Ave – 18 ft. wide with plantings, trees, etc. (removed from final recommendation) |
| 8                            | Pedestrian Signals and Actuator Improvements – MLK @ Larchwood  |
| 9                            | Transit Super Stop – MLK @ West Lake Activity Node  |
| <b>Segment 2 Priorities</b>  |   |
| 1                            | Pedestrian mid-block crossing – MLK @ Mozely Park   |
| 2                            | Streetscape Enhancements  |
| 3                            | Sidewalk Improvements – both sides of MLK from West Lake Avenue to Lowery Boulevard   |
| 4                            | Pedestrian Signals, Crosswalk and Actuator Improvements – MLK @ Morris Brown Drive – Washington Park/McPheeter's Library                  |
| 5                            | Roadway Upgrade – MLK from West Lake Avenue to Morris Brown Drive – Installation of colored concrete pavers                               |
| 6                            | Gateway Elements (Signage, Markers, etc.)   |
| <b>Segment 3 Priorities</b>  |   |
| 1                            | Pedestrian Signals, Crosswalk, and Actuator Improvements – MLK @ Lowery Activity Node   |
| 2                            | Pedestrian Signals, Crosswalk, and Actuator Improvements – MLK @ Brawley Drive  |
| 3                            | Streetscape Enhancements  |
| 4                            | Gateway Elements (Signage, Markers, etc.)   |
| 5                            | Pedestrian mid-block crossing improvements – MLK @ Walnut   |
| 6                            | Transit Super Stop – MLK @ Lowery Activity Node   |
| 7                            | Sidewalk Improvements – both sides of Lowery to Northside Drive   |

## **Implementation Projects**

Figure 4-2 on the following pages contains the aforementioned project listing for the MLK Jr. Drive Corridor Transportation Study in addition to the Vine City Master Plan and the H.E. Holmes LCI Study. The table organizes these projects by study. The action plan includes the projects from other studies for informational purposes only. The MLK Jr. Drive Corridor Transportation Study did not update the projects outlined in other studies.

|             | Figure 4-1: Martin Luther King, Jr. Drive Corridor Study - Transportation Projects & Action Plan (*Cost Estimates exclusive of ROW or Utility Relocation Costs) |                    |                            |                  |                   |                   |                      |                       |                   |                          |   |              |  |
|-------------|---|--------------------|----------------------------|------------------|-------------------|-------------------|----------------------|-----------------------|-------------------|--------------------------|---|--------------|--|
| Segment     | Description   | Source             | Type of Improvement        | Engineering Year | Engineering Costs | Construction Year | Construction Costs * | Total Project Costs * | Responsible Party | Funding Source           | Local Source                                  | Local Amount |  |
| Segment 1A  | Traffic Signal Installation - MLK @ Adamsville Dr. - new signal with ped actuators  | MLK Corridor Study | Traffic Signals            | 2006             | \$6,000           | 2007              | \$75,000             | \$81,000              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$22,200     |  |
| Segment 1A  | Traffic Signal Improvement - MLK @ Bakers Ferry Rd. - ped signal upgrade  | MLK Corridor Study | Pedestrian/Traffic Signals | 2006             | \$1,200           | 2007              | \$12,000             | \$13,200              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$3,840      |  |
| Segment 1A  | Traffic Signal Improvement - MLK @ Fairburn Rd. - Synchronization & Phasing Improvement   | MLK Corridor Study | Traffic Signals            | 2006             | \$1,000           | 2007              | \$10,000             | \$11,000              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$3,200      |  |
| Segment 1A  | Gateway elements (Western boundary of the study area, the Adamsville Community, MLK @ I-285 and MLK @ Fairburn Road)  | MLK Corridor Study | Gateways                   | 2006             | \$20,000          | 2007              | \$250,000            | \$270,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$74,000     |  |
| Segment 1B  | Gateway Elements (MLK @ Interstate 285, MLK @ the Adamsville Recreation Center, MLK @ Lynhurst Drive and MLK @ H.E. Holmes Drive)                               | MLK Corridor Study | Gateways                   | 2006             | \$20,000          | 2007              | \$250,000            | \$270,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$74,000     |  |
| Segment 1C  | Gateway Elements (MLK @ West Lake Avenue and MLK @ Robert David Abernathy Boulevard)  | MLK Corridor Study | Gateways                   | 2006             | \$20,000          | 2007              | \$250,000            | \$270,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$74,000     |  |
| Segment 3   | Gateway Elements (MLK @ Lowery Boulevard and MLK @ Northside Drive)   | MLK Corridor Study | Gateways                   | 2006             | \$20,000          | 2007              | \$250,000            | \$270,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$74,000     |  |
| Segment 1B  | Pedestrian Signals and Actuator Improvements - MLK @ Lynhurst Activity Node   | MLK Corridor Study | Pedestrian                 | 2006             | \$2,600           | 2007              | \$36,000             | \$38,600              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$10,320     |  |
| Segment 1B  | Pedestrian Signals and Actuator Improvements - MLK @ Linkwood Dr.   | MLK Corridor Study | Pedestrian                 | 2006             | \$2,600           | 2007              | \$36,000             | \$38,600              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$10,320     |  |
| Segment 1B  | Pedestrian Signals and Actuator Improvements - MLK @ Cox Dr.  | MLK Corridor Study | Pedestrian                 | 2006             | \$2,600           | 2007              | \$36,000             | \$38,600              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$10,320     |  |
| Segment 1B  | Pedestrian mid-block crossing - MLK @ Cox Dr.   | MLK Corridor Study | Pedestrian                 | 2006             | \$1,500           | 2007              | \$20,000             | \$21,500              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$5,800      |  |
| Segment 1B  | Pedestrian Signals and Actuator Improvements - MLK @ H.E. Holmes Activity Node  | MLK Corridor Study | Pedestrian                 | 2006             | \$3,500           | 2007              | \$50,000             | \$53,500              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$14,200     |  |
| Segment 1C  | Pedestrian Signals and Actuators Improvement - MLK @ Larchwood  | MLK Corridor Study | Pedestrian                 | 2006             | \$1,800           | 2007              | \$24,000             | \$25,800              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$6,960      |  |
| Segment 1B  | Pedestrian Signals, Crosswalk and Actuator Improvements - MLK @ R. D. Abernathy Blvd.   | MLK Corridor Study | Pedestrian                 | 2006             | \$2,400           | 2007              | \$30,000             | \$32,400              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$8,880      |  |
| Segment 1 C | Pedestrian Signals, Crosswalk and Actuator Improvements - MLK @ West Lake Ave.  | MLK Corridor Study | Pedestrian                 | 2006             | \$4,400           | 2007              | \$55,000             | \$59,400              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$16,280     |  |
| Segment 2   | Pedestrian Mid-Block Crossing - MLK @ Mozely Park   | MLK Corridor Study | Pedestrian                 | 2006             | \$1,600           | 2007              | \$20,000             | \$21,600              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$5,920      |  |
| Segment 2   | Pedestrian Signals, Crosswalk and Actuator Improvements - MLK @ Morris Brown Dr. - McPheeter's Library  | MLK Corridor Study | Pedestrian                 | 2006             | \$2,400           | 2007              | \$30,000             | \$32,400              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$8,880      |  |
| Segment 3   | Pedestrian Signals, Crosswalk and Actuator Improvements - MLK @ Lowery Activity Node  | MLK Corridor Study | Pedestrian                 | 2006             | \$3,840           | 2007              | \$48,000             | \$51,840              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$14,208     |  |
| Segment 3   | Pedestrian Signals, Crosswalk and Actuator Improvements - MLK @ Brawley Dr.   | MLK Corridor Study | Pedestrian                 | 2006             | \$3,840           | 2007              | \$48,000             | \$51,840              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$14,208     |  |
| Segment 3   | Pedestrian Mid-Block Crossing Improvements - MLK @ Walnut   | MLK Corridor Study | Pedestrian                 | 2006             | \$1,600           | 2007              | \$20,000             | \$21,600              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$5,920      |  |
| Segment 1B  | Traffic Signal Installation - MLK @ Adamsville Rec Center - new signal with ped actuators   | MLK Corridor Study | Traffic Signals            | 2006             | \$6,000           | 2007              | \$75,000             | \$81,000              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$22,200     |  |
| Segment 1B  | Sidewalk Improvements - both sides of MLK from I-285 to H.E. Holmes Dr.   | MLK Corridor Study | Pedestrian                 | 2008             | \$480,000         | 2010              | \$1,000,000          | \$1,480,000           | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$776,000    |  |
| Segment 1B  | Streetscape Improvements - both sides of MLK from I-285 to H.E. Holmes Dr. (ped lights, street trees 40' on center & furniture)                                 | MLK Corridor Study | Pedestrian                 | 2008             | \$30,000          | 2010              | \$275,000            | \$305,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$91,000     |  |

| Figure 4-1: Martin Luther King, Jr. Drive Corridor Study - Transportation Projects & Action Plan (*Cost Estimates exclusive of ROW or Utility Relocation Costs) |   |                    |                               |                  |                   |                   |                      |                       |                   |                          |   |              |
|---|---|--------------------|-------------------------------|------------------|-------------------|-------------------|----------------------|-----------------------|-------------------|--------------------------|---|--------------|
| Segment   | Description   | Source             | Type of Improvement           | Engineering Year | Engineering Costs | Construction Year | Construction Costs * | Total Project Costs * | Responsible Party | Funding Source           | Local Source                                  | Local Amount |
| Segment 1A  | Sidewalk Improvements - both sides of MLK from FIB to I-285   | MLK Corridor Study | Pedestrian                    | 2008             | \$375,000         | 2010              | \$800,000            | \$1,175,000           | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$610,000    |
| Segment 1A  | Streetscape Improvements - both sides of MLK from FIB to I-285 (ped lights, street trees 40' on center & furniture)   | MLK Corridor Study | Pedestrian                    | 2008             | \$25,000          | 2010              | \$250,000            | \$275,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$80,000     |
| Segment 1C  | Streetscape Improvements - both sides of MLK from H.E. Holmes Dr. to West Lake Ave. (ped lights, street trees 40' on center & furniture)  | MLK Corridor Study | Pedestrian                    | 2008             | \$30,000          | 2010              | \$275,000            | \$305,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$91,000     |
| Segment 1C  | Sidewalk Improvements - both sides of MLK from H.E. Holmes Dr. to West Lake Ave.  | MLK Corridor Study | Pedestrian                    | 2008             | \$30,000          | 2010              | \$400,000            | \$430,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$116,000    |
| Segment 2   | Sidewalk Improvements - both sides of MLK from West Lake Ave. to Lowery Blvd.   | MLK Corridor Study | Pedestrian                    | 2008             | \$46,800          | 2010              | \$585,000            | \$631,800             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$173,160    |
| Segment 3   | Sidewalk Improvements - both sides of MLK from Lowery to Northside Dr.  | MLK Corridor Study | Pedestrian                    | 2008             | \$28,160          | 2010              | \$352,000            | \$380,160             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$104,192    |
| Segment 2   | Streetscape Improvements - both sides of MLK from West Lake to Lowery (ped lights, street trees 40' on center & furniture)  | MLK Corridor Study | Pedestrian                    | 2008             | \$28,000          | 2010              | \$275,000            | \$303,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$88,600     |
| Segment 3   | Streetscape Improvements - both sides of MLK from Lowery to Northside (ped lights, street trees 40' on center & furniture)  | MLK Corridor Study | Pedestrian                    | 2008             | \$25,000          | 2010              | \$250,000            | \$275,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$80,000     |
| Segment 1A  | Intersection Improvement - MLK @ Adamsville Dr. - Vertical sight distance and grading improvements  | MLK Corridor Study | Roadway Operations            | 2010             | \$28,000          | 2015              | \$400,000            | \$428,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$113,600    |
| Segment 1A  | Transit Super Stop - MLK @ Fairburn Rd. Activity Node -   | MLK Corridor Study | Transit/Pedestrian            | 2010             | \$14,600          | 2015              | \$131,400            | \$146,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$43,800     |
| Segment 1B  | Transit Super Stop - MLK @ Lynhurst Activity Node -   | MLK Corridor Study | Transit/Pedestrian            | 2010             | \$14,600          | 2015              | \$131,400            | \$146,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$43,800     |
| Segment 1B  | Transit Super Stop - MLK @ Holmes Crossing Activity Node  | MLK Corridor Study | Transit/Pedestrian            | 2010             | \$14,600          | 2015              | \$131,400            | \$146,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$43,800     |
| Segment 1C  | Raised Landscaped Median - from H.E. Holmes Dr. to Barfield Ave. - 14-18 ft. wide with plantings, trees, etc.(will be concurrent with GDOT Road Upgrade Project & Widening Project) | MLK Corridor Study | Roadway Operations            | 2010             | \$18,000          | 2020              | \$198,000            | \$216,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$61,200     |
| Segment 1B  | Multi-Use Path - north side of MLK from H.E. Holmes Dr. to proposed MARTA Station (@ I-285). - 10 to 12 ft. wide  | MLK Corridor Study | Pedestrian/Multi-Use Facility | 2010             | \$46,000          | 2015              | \$400,000            | \$446,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$135,200    |
| Segment 1C  | Transit Super Stop - MLK @ West Lake Activity Node  | MLK Corridor Study | Transit/Pedestrian            | 2010             | \$14,600          | 2015              | \$131,400            | \$146,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$43,800     |
| Segment 3   | Transit Super Stop - MLK @ Lowery Activity Node   | MLK Corridor Study | Transit/Pedestrian            | 2010             | \$14,600          | 2015              | \$131,400            | \$146,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$43,800     |
| Segment 1A  | Raised Landscaped Median - from Fulton-Industrial Blvd. to I-285- 14-18 ft. wide with plantings, trees, etc.  | MLK Corridor Study | Roadway Operations            | 2015             | \$28,000          | 2020              | \$330,000            | \$358,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$99,600     |
| Segment 1B & 1C   | Raised Landscaped Median - from I-285 to H.E. Holmes- 14-18 ft. wide with plantings, trees, etc.  | MLK Corridor Study | Roadway Operations            | 2015             | \$24,000          | 2020              | \$275,000            | \$299,000             | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$83,800     |
| Segment 1B  | Pedestrian mid-block crossing improvement - MLK @ proposed MARTA Station  | MLK Corridor Study | Pedestrian                    | 2015             | \$1,500           | 2020              | \$20,000             | \$21,500              | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$5,800      |
| Segment 2   | Roadway Upgrade - MLK from West Lake Ave. to Morris Brown Dr.- Installation of colored concrete pavers  | MLK Corridor Study | Roadway Operations            | 2015             | \$175,998         | 2020              | \$1,759,980          | \$1,935,978           | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$563,194    |
| Segment 1A  | Greenspace Acquisition (Property located adjacent to Adamsville Library and property located at MLK & Brownlee)   | MLK Corridor Study | Greenspace                    |                  |                   |                   |                      |                       | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private |              |
| Segment 1B  | Greenspace Acquisition (Property located across from Lynnhurst Plaza between MLK & the RR)  | MLK Corridor Study | Greenspace                    |                  |                   |                   |                      |                       | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private |              |



| <b>Figure 4-1: Martin Luther King, Jr. Drive Corridor Study - Transportation Projects &amp; Action Plan (* Cost Estimates exclusive of ROW or Utility Relocation Costs)</b>                                    |   |                       |                               |                  |                    |                   |                      |                       |                   |                          |   |                    |
|--|---|-----------------------|-------------------------------|------------------|--------------------|-------------------|----------------------|-----------------------|-------------------|--------------------------|---|--------------------|
| Segment  | Description   | Source                | Type of Improvement           | Engineering Year | Engineering Costs  | Construction Year | Construction Costs * | Total Project Costs * | Responsible Party | Funding Source           | Local Source                                  | Local Amount       |
| Segment 1B   | Greenspace Acquisition (property located across from Holmes Crossing Plaza between MLK & the RR)  | MLK Corridor Study    | Greenspace                    |                  |                    |                   |                      |                       | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private |                    |
| Segment 1C & 2   | Conduct an LCI or study of similar scope for the West Lake activity node to prepare more detailed design solutions  | MLK Corridor Study    | Study                         |                  |                    |                   |                      | \$85,000              | City              | City, ARC                | QOL Bonds, Impact Fees, General Fund, Private | \$15,000           |
|  |   |                       | <b>Totals</b>                 |                  | <b>\$1,621,338</b> |                   | <b>\$10,126,980</b>  | <b>\$11,833,318</b>   |                   |                          |   | <b>\$3,986,002</b> |
| <b>Martin Luther King, Jr. Drive Corridor Study - Current Approved TIP/RTP Projects</b>  |   |                       |                               |                  |                    |                   |                      |                       |                   |                          |   |                    |
| Segment 1C   | Roadway Upgrade - MLK from H.E. Holmes Dr. to Barfield Ave.- Geometric Improvements (plan recommends moving this project ahead to a date closer to the present) | MLK Corridor Study    | Roadway Operations            | 2015             | \$247,304          | 2020              | \$2,843,996          | \$3,091,300           | City              | Private, ARC, GDOT, City | QOL Bonds, Impact Fees, General Fund, Private | \$865,564          |
|  | I-20 West – Widening from I-285 to Fulton Industrial Blvd.  | ARC                   | Roadway Capacity (8-10 lanes) |                  |                    | 2015              |                      | \$20,000,000          |                   |                          |   |                    |
|  | I-20 Noise Barriers from Fulton Industrial Blvd. to H.E. Holmes Drive   | ARC                   | Other (Noise Barriers)        |                  |                    | 2010              |                      | \$7,754,000           |                   |                          |   |                    |
|  | I-20 West HOV Lanes from H.E. Holmes Drive to Thornton Road   | ARC                   | HOV Lanes                     |                  |                    | 2015              |                      | \$80,000,000          |                   |                          |   |                    |
|  | H.E. Holmes – widening from I-20 to U.S. 278 (Bankhead)   | ARC                   | Roadway Capacity (2-4 lanes)  |                  |                    | 2030              |                      | \$8,158,000           |                   |                          |   |                    |
| The following projects were recommended from other planning studies and are listed for informational purposes. Updating projects lists from other planning studies was not included in the scope of the study: |   |                       |                               |                  |                    |                   |                      |                       |                   |                          |   |                    |
| <b>H.E. Holmes LCI Study - Transportation Projects &amp; Action Plan (* Cost Estimates exclusive of ROW or Utility Relocation Costs)</b>   |   |                       |                               |                  |                    |                   |                      |                       |                   |                          |   |                    |
| Segment 1B   | New 6' wide sidewalks where missing on Peyton Rd. within study area   | H.E. Holmes LCI Study | Pedestrian                    | 2006             | \$2,940            | 2007              | \$36,750             | \$39,690              | City              | TEA, LCI, CDBG           | QOL Bonds                                     | \$10,290           |
| Segment 1B   | New 6' wide sidewalks where missing on Peyton Rd. between Peyton Pl. and BE Mayes Dr.   | H.E. Holmes LCI Study | Pedestrian                    | 2006             | TBD                | 2007              | TBD                  | TBD                   | City              | TEA, LCI, CDBG           | QOL Bonds, Impact Fees, GF                    | TBD                |
| Segment 1B   | Two ADA accessible railroad/sidewalk crossing on Linkwood Rd.   | H.E. Holmes LCI Study | Pedestrian                    | 2006             | \$840              | 2007              | \$10,500             | \$11,340              | City              | TEA, LCI, CDBG           | QOL Bonds, Impact Fees, GF                    | \$2,940            |
| Segment 1B   | Sidewalks on both sides of Peyton Pl. where none currently exist  | H.E. Holmes LCI Study | Pedestrian                    | 2006             | \$8,800            | 2007              | \$110,000            | \$118,800             | City/Private      | TEA, LCI, CDBG, Private  | QOL Bonds, Impact Fees, GF                    | \$30,800           |
| Segment 1B   | Piano bar crosswalks at Linkwood Rd. and Delmar Ln. (all approaches)  | H.E. Holmes LCI Study | Pedestrian                    | 2006             | \$0                | 2006              | \$2,400              | \$2,400               | City              | TEA, LCI, CDBG           | QOL Bonds, Impact Fees, GF                    | \$480              |
| Segment 1B   | Piano bar crosswalks on east side of Linkwood Rd. at Burton Rd.   | H.E. Holmes LCI Study | Pedestrian                    | 2006             | \$0                | 2006              | \$800                | \$800                 | City              | TEA, LCI, CDBG           | QOL Bonds, Impact Fees, GF                    | \$160              |
| Segment 1B   | Twelve piano bar crosswalks on HE Holmes Dr. and adjacent streets between I-20 and Hightower Ct   | H.E. Holmes LCI Study | Pedestrian                    | 2006             | \$0                | 2006              | \$9,500              | \$9,500               | City              | TEA, LCI, CDBG           | QOL Bonds, Impact Fees, GF                    | \$1,900            |
| Segment 1B   | Piano bar crosswalk on south side of Burton Rd. at Westland Blvd.   | H.E. Holmes LCI Study | Pedestrian                    | 2006             | \$0                | 2006              | \$800                | \$800                 | City              | TEA, LCI, CDBG           | QOL Bonds, Impact Fees, GF                    | \$160              |
| Segment 1B   | Mid-block Crossing on Peyton Pl. to serve pedestrian traffic between apartments and Peyton Forest   | H.E. Holmes LCI Study | Pedestrian                    | 2006             | \$294              | 2007              | \$3,675              | \$3,969               | City              | TEA, LCI, CDBG           | QOL Bonds, Impact Fees, GF                    | \$1,029            |
| Segment 1B   | Improved crosswalk/ped signals & pushbuttons at I-20 off-ramps and Burton Rd. (all approaches)  | H.E. Holmes LCI Study | Pedestrian                    | 2006             | \$600              | 2006              | \$7,500              | \$8,100               | City/GDOT         | TEA, LCI, GDOT           | QOL Bonds, Impact Fees, GF                    | \$2,100            |
| Segment 1B   | Improved crosswalk/ped signals & pushbuttons at HE Holmes Dr. at Burton Rd. (all approaches)  | H.E. Holmes LCI Study | Pedestrian                    | 2006             | \$600              | 2006              | \$7,500              | \$8,100               | City/GDOT         | TEA, LCI, GDOT           | QOL Bonds, Impact Fees, GF                    | \$2,100            |
| Segment 1B   | ADA accessible sidewalk ramps at Exxon on HE Holmes Dr.   | H.E. Holmes LCI Study | Pedestrian                    | 2006             | \$160              | 2006              | \$2,000              | \$2,160               | City              | TEA, LCI, CDBG           | QOL Bonds, Impact Fees, GF                    | \$560              |
| Segment 1B   | Fencing on traffic islands and adjacent to the curb to channel pedestrians to marked crosswalks around the HE Holmes Dr. & I-20 Intersection                    | H.E. Holmes LCI Study | Pedestrian                    | 2006             | \$0                | 2007              | \$393,750            | \$393,750             | City              | TEA, LCI, CDBG, GDOT     | QOL Bonds, Impact Fees, GF                    | \$78,750           |



|            | Figure 4-1: Martin Luther King, Jr. Drive Corridor Study - Transportation Projects & Action Plan (* Cost Estimates exclusive of ROW or Utility Relocation Costs)   |                       |                     |                  |                   |                   |                      |                       |                   |                      |                                      |              |
|------------|--|-----------------------|---------------------|------------------|-------------------|-------------------|----------------------|-----------------------|-------------------|----------------------|--------------------------------------|--------------|
| Segment    | Description  | Source                | Type of Improvement | Engineering Year | Engineering Costs | Construction Year | Construction Costs * | Total Project Costs * | Responsible Party | Funding Source       | Local Source                         | Local Amount |
| Segment 1B | Study to determine protection of pedestrians on HE Holmes Dr. at I-20 westbound off-ramps to determine need for traffic signal and/or realignment of off-ramp approaches   | H.E. Holmes LCI Study | Pedestrian          | 2006             | \$0               | n/a               | \$20,000             | \$20,000              | GDOT              | GDOT                 | General Fund, Impact Fees            | \$4,000      |
| Segment 1B | Protected left-turn phase (i.e., left-turn arrow) for northbound approach of HE Holmes Dr. at MLK Dr.  | H.E. Holmes LCI Study | Traffic             | 2006             | \$400             | 2006              | \$5,000              | \$5,400               | City              | LCI, General Fund    | QOL Bonds, Impact Fees, General Fund | \$1,400      |
| Segment 1B | New traffic signal heads at intersection of MLK Dr. and HE Holmes Dr. to be MUTCD compliant, including 12" heads on all approaches   | H.E. Holmes LCI Study | Traffic             | 2006             | \$600             | 2006              | \$7,500              | \$8,100               | City              | LCI, General Fund    | QOL Bonds, Impact Fees, General Fund | \$2,100      |
| Segment 1B | Traffic signal at intersection of MLK Dr. at Peyton Pl. and re-stripe to include sidewalks   | H.E. Holmes LCI Study | Traffic             | 2006             | \$0               | 2006              | \$70,000             | \$70,000              | City/GDOT         | LCI, General Fund    | QOL Bonds, Impact Fees, General Fund | \$14,000     |
| Segment 1B | Pavement markings (stop bars) at intersection of Burton Rd. at Hedgewood Dr.   | H.E. Holmes LCI Study | Traffic             | 2006             | \$80              | 2006              | \$1,000              | \$1,080               | City              | TEA, LCI, CDBG       | QOL Bonds, Impact Fees, General Fund | \$280        |
| Segment 1B | Conversion of intersection of Linkwood Rd. @ Burton Rd. to 3-way stop  | H.E. Holmes LCI Study | Traffic             | 2006             | \$0               | 2006              | \$1,000              | \$1,000               | City              | TEA, LCI, CDBG       | QOL Bonds, Impact Fees, General Fund | \$200        |
| Segment 1B | Trimming/clearance of vegetation at street intersections along Linkwood Rd. to increase site distance triangle   | H.E. Holmes LCI Study | Traffic             | 2006             | \$0               | 2006              | \$2,000              | \$2,000               | City              | General Fund         | n/a                                  | n/a          |
| Segment 1B | Speed reduction measures on Peyton Pl.   | H.E. Holmes LCI Study | Traffic             | 2006             | \$800             | 2006              | \$10,000             | \$10,800              | City              | TEA, LCI, CDBG       | QOL Bonds, Impact Fees, General Fund | \$2,800      |
| Segment 1B | Speed reduction measures on Harlan Rd.   | H.E. Holmes LCI Study | Traffic             | 2006             | \$800             | 2006              | \$10,000             | \$10,800              | City              | TEA, LCI, CDBG       | QOL Bonds, Impact Fees, General Fund | \$2,800      |
| Segment 1B | Extension of Tee Rd 650' east to Peyton Pl. (including land costs)   | H.E. Holmes LCI Study | Traffic             | 2006             | \$44,000          | 2008              | \$550,000            | \$594,000             | City              | TEA, LCI, CDBG       | QOL Bonds, Impact Fees, General Fund | \$154,000    |
| Segment 1B | Install MARTA Bus shelters throughout LCI Study area, including schedules  | H.E. Holmes LCI Study | Transit             | 2006             | \$0               | 2006              | \$15,000             | \$15,000              | City, MARTA       | TEA, LCI, CDBG       | QOL Bonds, Impact Fees               | \$3,000      |
| Segment 1B | Install covered, well-delineated school bus stops on MLK Dr., east of Peyton Pl.   | H.E. Holmes LCI Study | Transit             | 2006             | \$0               | 2006              | \$8,000              | \$8,000               | APS, City         | TEA, LCI, CDBG       | APS, Impact Fees, General Fund       | \$1,600      |
| Segment 1B | New 6' sidewalks along west side of HE Holmes Dr. from Burton Rd north to Hightower Ct.  | H.E. Holmes LCI Study | Pedestrian          | 2004             | \$5,292           | 2008              | \$66,150             | \$71,442              | City              | TEA, LCI, CDBG       | QOL Bonds, Impact Fees, GF           | \$18,522     |
| Segment 1B | New sidewalks on both sides of Harlan Rd.  | H.E. Holmes LCI Study | Pedestrian          | 2004             | \$11,466          | 2008              | \$143,325            | \$154,791             | City              | TEA, LCI, CDBG       | QOL Bonds, Impact Fees, GF           | \$40,131     |
| Segment 1B | New sidewalks along east side of Lynhurst Dr. where none exist   | H.E. Holmes LCI Study | Pedestrian          | 2004             | \$1,764           | 2008              | \$22,050             | \$23,814              | City              | TEA, LCI, CDBG       | QOL Bonds, Impact Fees, GF           | \$6,174      |
| Segment 1B | Textured crosswalk and median entry feature on Harlan Dr. at MLK Dr.   | H.E. Holmes LCI Study | Pedestrian          | 2004             | \$309             | 2008              | \$3,860              | \$4,169               | City              | TEA, LCI, CDBG       | QOL Bonds, Impact Fees, GF           | \$1,081      |
| Segment 1B | Textured crosswalk and median entry feature on Lynhurst Dr. at MLK Dr.   | H.E. Holmes LCI Study | Pedestrian          | 2004             | \$309             | 2008              | \$3,860              | \$4,169               | City              | TEA, LCI, CDBG       | QOL Bonds, Impact Fees, GF           | \$1,081      |
| Segment 1B | Textured crosswalk and median entry feature on Linkwood Dr. at MLK Dr.   | H.E. Holmes LCI Study | Pedestrian          | 2004             | \$618             | 2008              | \$7,720              | \$8,338               | City              | TEA, LCI, CDBG       | QOL Bonds, Impact Fees, GF           | \$1,081      |
| Segment 1B | Install textured crosswalk and median entry feature on Westland Blvd at MLK Dr and Burton Rd   | H.E. Holmes LCI Study | Pedestrian          | 2004             | \$309             | 2008              | \$3,860              | \$4,169               | City              | TEA, LCI, CDBG       | QOL Bonds, Impact Fees, GF           | \$1,081      |
| Segment 1B | Widen intersection of Linkwood Dr. at Delmar Ln. to allow MARTA buses to execute turn more efficiently   | H.E. Holmes LCI Study | Traffic             | 2004             | \$6,616           | 2008              | \$82,700             | \$89,316              | City              | TEA, LCI, CDBG       | QOL Bonds, Impact Fees, General Fund | \$23,156     |
| Segment 1B | Reconfiguration of traffic islands at I-20 and Burton Rd. to allow pedestrian refuge. Provide clearly marked crosswalks and pedestrian signals on all approaches. Consider providing a pedestrian phase in the signal timing to avoid pedestrian conflicts with turning vehicles | H.E. Holmes LCI Study | Traffic             | 2004             | \$880             | 2008              | \$11,000             | \$11,880              | City/GDOT         | TEA, LCI, CDBG, GDOT | QOL Bonds, Impact Fees, General Fund | \$3,080      |
| Segment 1B | Develop a textured median with intermittent landscaping along MLK  | H.E. Holmes LCI Study | Traffic             | 2004             | \$86,000          | 2008              | \$1,075,000          | \$1,161,000           | City/GDOT         | TEA, LCI, CDBG, GDOT | Impact Fees, General Fund            | \$301,000    |
| Segment 1B | Traffic table at intersection of Burton Rd. at Hedgewood Dr.   | H.E. Holmes LCI Study | Traffic             | 2005             | \$440             | 2008              | \$5,500              | \$5,940               | City              | TEA, LCI, CDBG       | QOL Bonds, Impact Fees, General Fund | \$1,540      |

| Figure 4-1: Martin Luther King, Jr. Drive Corridor Study - Transportation Projects & Action Plan (* Cost Estimates exclusive of ROW or Utility Relocation Costs) |   |                              |                     |                  |                   |                   |                      |                       |                      |                     |  |              |
|--|---|------------------------------|---------------------|------------------|-------------------|-------------------|----------------------|-----------------------|----------------------|---------------------|--|--------------|
| Segment  | Description   | Source                       | Type of Improvement | Engineering Year | Engineering Costs | Construction Year | Construction Costs * | Total Project Costs * | Responsible Party    | Funding Source      | Local Source   | Local Amount |
| Segment 1B   | Streetscape on south side of MLK (10' wide sidewalk with street trees and lights 40' on center)   | H.E. Holmes LCI Study        | pedestrian          | 2006             | \$117,600         | 2007              | \$1,470,000          | \$1,587,600           | City                 | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, GF                           | \$411,600    |
| Segment 1B   | Streetscape on east side of H.E. Holmes Dr. from I-20 to Douglass High, (10' wide sidewalk with street trees and lights 40' on center   | H.E. Holmes LCI Study        | Pedestrian          | 2006             | \$21,840          | 2007              | \$273,000            | \$294,840             | City                 | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, GF                           | \$76,440     |
| Segment 1B   | New 6' wide sidewalks on both sides of Linkwood Rd.   | H.E. Holmes LCI Study        | Pedestrian          | 2006             | \$7,560           | 2007              | \$94,500             | \$102,060             | City                 | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, GF                           | \$26,490     |
| Segment 1B   | New 6' wide sidewalks on south side of Delmar Ln.   | H.E. Holmes LCI Study        | Pedestrian          | 2006             | \$2,320           | 2007              | \$29,000             | \$31,320              | City                 | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, GF                           | \$8,120      |
| Segment 1B   | Greenway trail from Lynhurst Dr. to Fairfield Pl  | H.E. Holmes LCI Study        | Bike/Ped            | 2006             | \$58,320          | 2007              | \$729,000            | \$787,320             | City/Path            | TEA, LCI, Private   | QOL Bonds, Impact Fees, GF, Private                  | \$204,120    |
| Segment 1B   | At-grade greenway trail crossing across HE Holmes Dr.   | H.E. Holmes LCI Study        | Bike/Ped            | 2006             | \$972             | 2007              | \$12,155             | \$13,127              | City/Path            | TEA, LCI, Private   | QOL Bonds, Impact Fees, GF, Private                  | \$3,403      |
| Segment 1B   | Greenway trail from MLK Dr. to Burton Rd., through the former cabinet factory at 2856 Burton Rd.  | H.E. Holmes LCI Study        | Bike/Ped            | 2006             | \$3,400           | 2007              | \$42,500             | \$45,900              | City/Path            | TEA, LCI, Private   | QOL Bonds, Impact Fees, GF, Private                  | \$11,900     |
| Segment 1B   | 1,100 space MARTA parking deck  | H.E. Holmes LCI Study        | Transit             | 2006             | \$88,000          | 2007              | \$11,000,000         | \$11,088,000          | MARTA                | LCI, MARTA          | MARTA  | \$2,200,000  |
| Segment 1B   | Streetscape on H.E. Holmes Dr. south of I-20, (10' wide sidewalk with street trees and lights 40' on center)  | H.E. Holmes LCI Study        | pedestrian          | 2007             | \$55,600          | 2008              | \$695,000            | \$750,600             | City                 | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, GF                           | \$194,600    |
| Segment 1B   | New 6' wide sidewalks on both sides of Burton Rd. west of Collier Pointe  | H.E. Holmes LCI Study        | Pedestrian          | 2007             | \$11,120          | 2008              | \$139,000            | \$150,120             | City                 | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, GF                           | \$38,920     |
| Segment 1B   | Cox Dr. ROW conversation into a new street, terminating at the back of 150 Peyton Pl. and connecting into its private street  | H.E. Holmes LCI Study        | Traffic             | 2007             | \$107,200         | 2008              | \$1,340,000          | \$1,447,200           | City/Private         | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, General Fund, Private        | \$375,200    |
| Segment 1B   | Construct a pedestrian path in the City ROW between the proposed terminus of Cox Dr. and Peyton Rd. (including additional land costs)   | H.E. Holmes LCI Study        | Traffic             | 2007             | \$3,200           | 2008              | \$40,000             | \$43,200              | City/Private         | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, General Fund, Private        | \$11,200     |
| Segment 1B   | Streetscape on north side of MLK, east of Westland (10' wide sidewalk with street trees and lights 40' on center)   | H.E. Holmes LCI Study        | pedestrian          | 2008             | \$50,960          | 2009              | \$637,000            | \$687,960             | City                 | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, GF                           | \$178,360    |
| Segment 1B   | New 4,200' street between Linkwood Dr. and HE Holmes Dr. North of the rail and using existing private streets where possible (including land costs between Westland Blvd. and Linkwood Rd.) | H.E. Holmes LCI Study        | Traffic             | 2008             | \$294,800         | 2009              | \$3,685,000          | \$3,979,800           | City, MARTA, Private | LCI, Private, MARTA | QOL Bonds, Impact Fees, General Fund, Private, MARTA | \$1,031,800  |
| Segment 1B   | Extension of Peyton Pl. 550' across MLK Dr. and the rail line to Burton Rd. (including land costs)  | H.E. Holmes LCI Study        | Traffic             | 2008             | \$58,960          | 2009              | \$737,000            | \$795,960             | City                 | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, General Fund                 | \$206,360    |
| Segment 1B   | Pedestrian tunnel under railroad for boulevard connection   | H.E. Holmes LCI Study        | Traffic             | 2008             | TBD               | 2011              | TBD                  | TBD                   | MARTA, Private       | LCI, MARTA          | Private, MARTA                                       | \$0          |
| Segment 1B   | New 700' street south from MLK Dr. (including land costs)   | H.E. Holmes LCI Study        | Traffic             | 2012             | \$94,400          | 2016              | \$1,180,000          | \$1,274,400           | City/Private         | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, General Fund, Private        | \$330,400    |
| Segment 1B   | Extension of Tee Rd. 1,800' west to Lynhurst Dr. (including land costs)   | H.E. Holmes LCI Study        | Traffic             | 2014             | \$169,440         | 2015              | \$2,118,000          | \$2,287,440           | City                 | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, General Fund                 | \$593,040    |
| Segment 1B   | Bi-lingual English/Spanish directory map for location in the MARTA station and Study Area   | H.E. Holmes LCI Study        | Transit             | n/a              | \$0               | 2006              | \$5,000              | \$5,000               | City, MARTA          | LCI, CDBG, Private  | QOL Bonds, Impact Fees, General Fund, Private        | \$1,000      |
| Vine City Redevelopment Plan - Transportation Projects & Action Plan (* Cost Estimates exclusive of ROW or Utility Relocation Costs)                             |   |                              |                     |                  |                   |                   |                      |                       |                      |                     |  |              |
| Segment 3  | Sidewalks/New & Major Rehab   | Vine City Redevelopment Plan | Pedestrian          | 2008             | n/a               | n/a               | \$1,762,500          | \$1,762,500           | City/GDOT            | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, General Fund, Private        |              |
| Segment 3  | Road Improvements   | Vine City Redevelopment Plan | roadway             | 2008             | n/a               | n/a               | \$890,000            | \$890,000             | City/GDOT            | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, General Fund, Private        |              |
| Segment 3  | Pedestrian Crosswalks   | Vine City Redevelopment Plan | Pedestrian          | 2008             | n/a               | n/a               | \$350,000            | \$350,000             | City/GDOT            | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, General Fund, Private        |              |
| Segment 3  | Gateways  | Vine City Redevelopment Plan | Aesthetic           | 2008             | n/a               | n/a               | TBD                  | TBD                   | City/GDOT            | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, General Fund, Private        |              |
| Segment 3  | Vine City Park  | Vine City Redevelopment Plan | Open Space          | 2008             | n/a               | n/a               | \$200,000            | \$200,000             | City/GDOT            | TEA, LCI, CDBG      | QOL Bonds, Impact Fees, General Fund, Private        |              |

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